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BUENOS AYRES.

Review of the Message.

In addition to the Foreign Relations, properly so called, General Rosas is invested with the supreme direction of the National Affairs of the Confederation; which we shall here designate by the generic term

Inter-Provincial Relations.

These occupy seventy odd pages of the Message and constitute perhaps the most onerous, and certainly by far the most important department of his administrative charge. To appreciate the intricacy and delicacy of these relations, we have only to reflect on the number of Provinces, and the real diversity of interests, arising from situation, soil, climate, productions, habits and past associations. To harmonize these jarring elements, and blend them into a compact national body, so that *each may sustain all*, and *all sustain each*, is the grand problem destined to test the administrative tact of this illustrious statesman.

Arduous and hazardous as the direction of a "foreign political war" may be, the difficulties of the present enterprise are still greater, and consequently the success more glorious. The first is that of a supreme judge, with the code of laws in the one hand, and the facts and evidence in the other. His simple duty is to ascertain and enforce the provisions of the law; and he dictates his decision, irrespectively of the feelings of the parties interested, and of the consequences that may ensue. The latter is that of a friendly arbitrator, who, besides an equitable sentence, must persuade and convince the dissident parties, that it is their duty and interest to forego something of their respective pretensions, to ensure peace and unanimity, and avoid their correlative evils. It is here that the prestige of such a name as that of General Rosas, becomes a national treasure and a national blessing; and so long as this great work remains unaccomplished, it is vain to think, and vainer still to talk, of his retiring from the direction of public affairs. His destiny is irreversibly fixed, his name "wedded for ever to greatness and glory;" and it is absurd to attempt applying to him the measures, or extending to him the considerations, that would comport with ordinary men.

That much has been done, towards this "consummation devoutly to be wished," we gratefully admit; but that something remains to be done, is equally evident. This remaining something is the complement of General Rosas's glory, the key-stone of his public reputation, the noblest patrimony of his respected family. The task may be arduous; but he now brings to it all the advantages of a tried experience, all the facilities of an established prestige. The self-sacrifice may be great; but the reward of success is proportionally glorious. And in truth his fellow-countrymen have not been ungrateful. He has received, and continues to receive a large instalment of present admiration and gratitude; and the consciousness of public usefulness, and the certainty of future renown, must make up the balance. Such are the conditions of the candidates for earth's proudest honours, the Hero, the Statesman and the Patriot: and men of a generous temperament will behold the progress of such a career with envy rather than pity. Repose, health, life itself are only secondary considerations, when the fame of a great Statesman, and the prospects of a nation are at stake. Wise and good men estimate human life more by its achievements, than its mere duration.

In saying so, we do not mean to insinuate, that General Rosas should longer be condemned *nolens volens*, to the drudgery of *a triple* task, too great for any one man, be his energy and devotedness what they may. On the contrary, the time has arrived, in our humble opinion, when he should be relieved from a portion of the cares of office, and allowed to devote, if not his undivided time and attention, at least a greater share thereof, to the inter-Provincial and Foreign Relations. Such another opportunity for definitely organising the Republic on solid bases, may not occur in the course of ages; and if it be neglected, a heavy responsibility will weigh on our actual Magistrates and Legislators. Past events and dear bought experience have accomplished more than half the task. Under the pressure of a felt and conscious necessity, the voice of each and all of the confederated Provinces is accordant in this respect; even Paraguay having been induced at length to make advances in the direction of National Union. The instinct of self-preservation indicates alike the *end* and the *means*; and, as the ivy clings to the oak, so do the hopes and expectations of the Confederation centre in its actual Chief.

It is pleasing to trace in the Message, the progress and development of this central and regulating power. In fact the system is now in full operation, and only requires to be properly consolidated.

Occasional collisions have taken place, between the frontier Provinces and the conterminous States; and in every instance the General Government has been applied to, for counsel and direction; its advice received with respectful deference, and its views and policy carried out with implicit obedience. We have here the true source and real cause of the dignity, uniformity and energy, so often and so justly lauded, in the foreign policy of the actual Administration.

Neighbouring Provinces have had their jealousies and misunderstandings. In other circumstances a civil or rather an Inter Provincial war, would have been the inevitable consequence, to the scandal of humanity, and the detriment of the Republic. Under the administration of General Rosas, these things are now better managed. The cases, as they occur, are simply referred to him as mutual Umpire; and peace and cordiality maintained at a cheap rate of blood and treasure.

The often contested point of civil and ecclesiastical supremacy, a vexatious question that has shaken mighty Empires to their centre, was recently mooted in the Province of San Juan; and, judging from the virulence of the disputants, might have been carried to unseemly and inconvenient extremes; a catastrophe only avoided by the interposition of what all recognised as a superior authority.

But the crowning triumph of all, is the successful expulsion of the Jesuits from the territory of the Republic; an enterprise in which Emperors have failed, and Popes themselves faltered. With consummate daring and subtlety they had entrenched themselves in the interior Provinces, after their expulsion from that of Buenos Ayres; and the least that could have satisfied their ambition and resentment, was, apparently, the disruption of the Republic, and the perdition of him who had unmasked their intrigues before the world. Suffice it to say, that the Republic has been thoroughly purged of such dangerous and insidious guests—men who have nothing in common but the name with those single minded and truly pious Fathers who in Oregon and elsewhere are achieving valuable triumphs for religion and civilization.

Other important measures, tending to facilitate mutual intercourse, to foment internal commerce, and to develop the resources of the respective Provinces, are in progress or contemplation; and we cannot resist reiterating our profound conviction, that the time has arrived, or must soon arrive, when these national interests will demand the undivided attention of the great master mind. Meanwhile, it is satisfactory to reflect on the cordiality and unanimity that happily exist, in this interesting and all-important department.

A recent occurrence affords a fresh illustration of the weakness of the Brazilian government, if not of its double-dealing with the Republics of La Plata. In the beginning of last month, the Baron de Yacuy, a colonel in the Imperial service, with a number of other Brazilian officers of different grades, at the head of a force of 250 men, composed of refugees and Rio Grande banditti, made an incursion into the Oriental territory for the purpose of robbing cattle. Fortunately, the Oriental authorities were on the alert, a letter from the Baron to another Brazilian officer announcing the vandalic expedition having fallen into their hands. In consequence the marauders were taken by surprise by the division of Col. Lamas and completely cut to pieces, upwards of forty of their number being laid in the dust.

On Sunday last we were visited by a dust storm, which has not been surpassed for violence by any experienced in this city for many years. It came on just after sundown, when the road to Palermo was crowded with carriages and equestrians, but we are happy to say that, although several accidents occurred, they were not to any serious extent. On the river some injuries were sustained among the shipping; a balandra was capsized and two men were drowned near San Isidro.

We have received Boston papers to the 18th of December. Up to the 17th there had been no choice of speaker of the House of Representives at Washington. The contest lay between Messrs. Winthrop and Boyd. On the last scrutiny the former had 77 votes and the latter 87. The Senate was engaged in transacting executive business.

Accounts from Centre-America make mention of some aggressions of British cruisers at different points.

There were dates from England to the 1st of December. The Bank had reduced the rate of discount from 3 to 2½ per cent., and a further reduction was anticipated; so great was the influx of the precious metals. Private bankers were doing business, on good securities, as low as 1¾.

In France the personal quarrels of the members of the Assembly terminating in more than half a dozen duels had occupied the chief attention during the preceding week.

Fears were entertained of a rupture between Austria and Prussia, the latter power having summoned a German parliament at Erfurt, against which the former had energetically protested, even holding out the threat of an armed intervention.

The Piedmontese chamber had been dissolved, and every thing betokened intestine commotion, if not another war with Austria.

In the question of the duchies no progress had been made towards its effectual adjustment, and it was said Prussia would retire from the contest.

The Pope, finding his friends no longer in the ascendant in Paris, had become alarmed, and refused to return to Rome.

Diplomatic relations had been resumed between Russia, Austria and the Porte; and the British fleet, it is stated, had received orders to quit the Dardanelles.

English Version of the Message.

We have just been politely favoured with a copy of the English translation of this important and interesting document; published at the Independence Printing Office, Plaza 25 de Mayo. It forms a handsome 8vo. volume of 245 pages; commendable alike for its accuracy and neat appearance. We have compared a few passages with the original, and find the translation unexceptionable. Considering that this lengthy document must have been translated, printed and published, in something less than a calendar month, it reflects great credit on all the parties concerned; and shows that Buenos Ayres, amongst other things, is making rapid strides in the typographic department.

To the mere English reader we earnestly recommend its perusal, as containing much information, important to every person resident in the country, or connected with it.

[From Colburn's New Monthly Magazine and Humorist.]

WILD SPORTS OF THE FALKLANDS.

Sketched during a survey of those Islands.

By Captain Mackinnon, R.N.

Author of "Steam Warfare in the Parana"

(*Continuation.*)

Part II.

A few evenings after this, having surveyed the upper part of the harbour, we dropped down towards the entrance and moored abreast of a long narrow tussock islet. On examining this the next day, we discovered traces of pigs; and an officer having caught sight of one wandering along the beach "at his own sweet will" (an enjoyment seldom permitted to pigs), punished the vagabond by knocking him over in fine style at a distance of sixty yards, with no better weapon than a short ship's musket. This exploit set us all agog for pork—a delicacy which we esteemed the more, as relieving us from the *toujours bœuf*. Being thus haunted with delectable visions of griskins, spare-ribs, chines, blackpuddings, sausages, &c., we planned, in our enthusiasm, an attack on the swine. To secure such a culinary luxury was an affair of serious importance, and we set about it seriously in the following manner; viz., first, a man with a boat's flag stuck on a boat-hook marched down the centre of the tussock; and though he himself was invisible in consequence of the great height of the leaves, his banner flaunted gaily above, and was plainly visible to all. Every now and then he sounded a little huntinghorn, which was responded to by hearty cheers from six men on either side, inspired by love of pigment, and armed with boarding-pikes, who were so spread out as to take up nearly the whole breadth of the island, thrashing and hallooing with all their might. About two hundred yards in advance stood myself, rifle in hand, backed by my boy with another gun; and on each side of me, at about eighty yards, were two of our best shots. "The deuce is in it," thought I, exultingly, "if we shan't revel in pork now, both fresh and to pickle." It was an invigorating anticipation. On came the beaters with shouts of expected triumph. They were formed, like the Spanish Armada, in a half-moon, the horns rather in advance; but, also like that redoubtable armament, our present enterprise ended in a ludicrous failure. The pigs were so stupid (poor wild, benighted creatures!) that they would not come to be killed and cooked. Our exquisite generalship was thrown away; we bagged only one little boar, and even that exploit was owing not to human but to canine agency. La Porte had seized the straggler firmly by the back, and held him there, squeaking terribly, till we came up and captured him alive. But though we could not achieve a success adequate to our gallant preparation and array of force, we consoled ourselves in the reflection that we had "done more—deserved it."

During our pig-hunt we were tantalised every moment by a clownish penguin, which would first pop out his head to survey us, and then stalk along by with grave and silent content. He evidently saw that the swine would outwit us and participated in the triumph of the quadrupeds.

At length, a desperate rustling gave notice that something large was at hand; and immediately after, to our infinite disappointment, for we had

calculated on the advent of a good fat hog, out waddled a sea-lion. The beast's huge logger-head was hardly visible, when it formed a target for our guns, of all which the contents crashed into his skull nearly at the same moment. Down he dropped immediately, and only showed that life remained by writhing for a few minutes.

On one of our excursions ashore, the following singular circumstance occurred. I have read in medical and other works instances of a similar nature—never witnessed one before. We had breakfasted early and hastily one morning, in order to have a long day before us, and at seven o'clock landed for beef. Having walked three hours, we wounded and after a running skirmish of two miles, killed a fine cow. This was very fatiguing work. We then rested a short time, and began to retrace our steps towards the shore, in doing which we shot a calf, thus adding considerably to our load. As I had only five persons with me, I did not take the usual precautions for keeping my party together; and, on stopping to rest, I found that a portly marine was missing. Taking the least tired of my men, I went back some distance to look for the absentee; and having paced two weary miles, was nearly giving up the search, when we observed a flock of caranchos poised nearly motionless in air. My companion shrewdly judged that the birds were balancing themselves over our lost one; and, on going up to the place, I found his suspicions correct. The marine was lying on his face as if fast asleep, while a couple of caranchos sat watching him within two feet of his head. Thinking this was only a lazy fit, and being tired and angry, I brought the whole weight of my rifle down on a well-covered part of his frame, causing, to my surprise, only a deep groan; and we ascertained that the fat lout had lost all power of movement, and could not even lift his arm. We were, therefore, under the necessity of carrying his heavy body back to our party, who were then at least six miles from the beach. On our arrival there, we tried to recover him; but, as he did not appear to mend, we were obliged by turns to carry him the whole way—and weary work it was. We did not get in sight of the vessel till past seven o'clock in the evening. The people on board, feeling rather alarmed at our protracted absence, luckily kept a good look out, and a boat was on shore nearly as soon as we arrived on the beach.

Having seen the patient, our doctor said that nothing but food would restore him; an opinion borne out by the fact, inasmuch as the man was as well as ever after a good meal. His total prostration up to this time forcibly impressed me, as he was a young and powerfully built man. I afterwards learned that this was not a very uncommon case, when violent and long-continued exercise was combined with an empty stomach. Had the man been left all night in the wilderness, he would in all probability, have died. As it was, we lost, through the marine's illness, our calf and the prime parts of the cow which we intended to carry on board. When first we arrived at the Falklands I used almost to laugh at one of the orders given by Captain Sulivan, that no one belonging to the vessel should be allowed to go on shore without a companion; an order which I understand was rigidly enforced by Captain Fitzroy, whilst in command of the *Beagle*, which was only once broken, and then ended fatally. I am now convinced that it is a very necessary precaution, and, if strictly acted on in all uninhabited or unknown countries, would be the means of saving many valuable lives. Two or three instances have *lately* occurred of persons going out to shoot in health and spirits, and being found dead the following morning. Exhaustion and exposure to the weather have, in most cases, produced these melancholy results; but with common prudence and a companion there is little or nothing to fear, especially if one is well armed—a practice which I earnestly recommend to all persons who are desirous to return home with a whole skin.

As I was a passable shot, and an untiring pedestrian, I was invited by Captain Sulivan to accompany him to the top of Mount Pleasant, a hill about eight miles distant from our anchorage. The morning of November 30th being beautiful and calm, we determined to set out, and accordingly started after an early breakfast, having two men with us to carry our instruments, &c. For the first half-mile we amused ourselves very well with shooting snipe, &c.; but we were speedily warned by the bellowings all round us that we should keep more on our guard, which we instantly obeyed, by loading our guns with ball and keeping close together. Thus prepared, we advanced about a mile farther, when four bulls drew out of a herd and manifested symptoms of resenting our invasion of their territory. Not liking the look of the enemy, we slunk back a short distance, and made a *détour* of nearly two miles to get clear. La Porte, however, suddenly dashed away, and for nearly twenty minutes was lost to us—much to our vexation, as he was a most puissant ally. Our pleasure, therefore, was proportionately great when we perceived him driving towards us a little calf, bea-ing most pitiably. The moment he was near enough, La Porte seized the animal's nose, and held it until we came up. Our first impulse was to let the poor thing go; but the dog, in his anxiety to secure his prey, had broken the upper jaw, and we therefore put an end to the creature's sufferings by killing it, marking the spot, that we might pick it up on our return.

After this, we marched on through the wilderness, still in battle array, and dispersed a small herd, out of which the dog captured another calf, but which, being uninjured, we let go again. At length we came to the bank of a large lake, whose wide unruffled gleam, quietly reflecting the sky, made the solitude look more solitary. Through this sheet of water we in vain attempted to wade, and were finally compelled to walk round its shore—a great addition to the fatigue of our journey, which, though in a straight line not more than eight miles, amounted, by these necessary deviations, to thirteen or fourteen, and principally among long, soft, springy grass eighteen inches high.

[*To be concluded*]

MARINE LIST.

PORT of BUENOS AYRES

February 2.—*Wind N.*

Arrived, Brazilian steamer Continentista, 137 tons, Faustino da Silva Coutto, from Buceo 31st ult., to Ramon de las Carreras, in ballast.

Passengers—15.

American barque John Miller, 240 tons, H. W. Perkins, from Boston 13th December, to order.

Swedish schooner Gefion, 150 tons, N. T. Graff, from Philadelphia 11th November, to Becher, Preuss & Co.

Sailed, Bremen barque Betts, 340 tons, George Pappé, for Valparaiso, in ballast, despatched by Becher, Preuss & Co.

February 3.—*Wind N., rain during the night.*

Arrived, Sardinian schooner Union, 51 tons, Louis Bonifoi, from Montevideo 1st inst.

Passengers—60.

French brig D'Assas, 240 tons, Philadelphe Giron, from Salado 2d inst., to De Lisle, Brothers & Co., with 2744 salted ox and cow hides, 40 pipes tallow, 6000 horns, 37,000 bones.

British barque G.F.D., 352 tons, B. Llewellyn, from Salt Island 24th December, to order with 200 moyes salt.

Sailed, Norwegian barque Urania, 410 tons, Peter Mathiesen, for Charleston (U.S.) in ballast, despatched by Zimmermann, Frazier & Co.

Prussian barque Cæsar, 432 tons, Richter, for Brazil, in ballast, despatched by Treussein & Co.

Oriental brigantine Napoleon, 170 tons, Julio Antônio Reyes, for Rio Grande, despatched by Wedekind & Co., with 128 kegs merchandize, 421 boxes do., 7 bales do., 632 fanegas salt.

February 4.—*Wind N.*

Arrived, British brig Plata, 248 tons, Richard Bird Pringle, from Liverpool 20th November, to Briscoe & Co.

Sailed, Sardinian polacre Bibiana, 121 tons, Manuel Risso, for Bahia, in ballast, despatched by José Avegno.

February 5.—*Wind S.S.W., at 1 p. m. changed to N.*

Sailed, British brig Seaton, 285 tons, Archibald Macconachie, for Queenstown or Falmouth, for orders, despatched by John Galt Smith & Co., with 10,503 salted ox and cow hides, 24,000 bones.

February 6.—*Wind E. fresh, rain during the night.*

Arrived, Sardinian lugger of war Fama, Lieut. Sivory, from Montevideo 5th inst.,

Passengers—80.

Sardinian schooner Ninfa, 122 tons, José Barboro, from Buceo 5th inst., in ballast, to Lezica & Co.

Passengers—15.

Brazilian brigantine Cábocla, 121 tons, José Maria Vargas, from Parnagua 23d ult., to Juan Gerouimo Martinez, with 670 tercios and half do. yerba, 5 dozens planks.

February 7.—*Wind S. W., in the afternoon changed to S.*

Arrived, American barque Edward Koppisch, 249 tons, Edwin Upton, from Salem 18th December, to Daniel Gowland & Co.

Sailed, French barque Marie et Pauline, 201 tons, Lizar Yturry, for Havre, despatched by Zumaran & Tresserra, with 186 pipes, 55 half do., 14 quarter casks and 219 boxes tallow, 62 bales hide cuttings, 2 do. sheep skins, 11 do. horse hair, 43 do. wool.

British barque Heart of Oak, 323 tons, William Crockett, for Brazil, despatched by Gifford Brothers & Co., in ballast.

British barque Sapphire, 250 tons, John Miller, for Brazil, despatched by Brownell's & Co., in ballast.

British brig Frisk, 192 tons, George Whiteway, for Liverpool, despatched by Nicholson, Green & Co., with 1,550 dry and 1000 salted ox and cow hides, 278 boxes, 79 pipes, 19 seroons, 9 quarter carks, 7 barrels and 2 half pipes tallow, 6,000 horns, 40,000 bones, 3 bales hair, 92 do. and 30 bags wool.

Spanish polacre Joven Modesto, 175 tons, Marcelino Sanchez, for Havana, despatched by Santamaria, Llambi & Cambaceres, with 2,500 quintals jerked beef, 80 dry ox and cow hides.

Spanish brig Antonio, 200 tons, José Ruiz, for Havana, despatched by Felipe Senillosa, with 2,904 quintals jerked beef, 100 dry ox and cow hides.

Prussian barque Leopold, 261 tons, J. C. Holtz, for Boston, despatched by Samuel B. Hale, with 225 bales and 259 bags wool, 10 do. horse hair, 2,906 dry ox and cow hides, 1,369 salted do. do., 1,554 dry horse do., 1494 slunk calf skins, 25,224 horns.

Russian brig Argo, 205 tons, F. W. Bremer, for Havana, despatched by Zimmermann, Frazier & Co, with 4,446 quintals jerked beef, 159 dry ox and cow hides, 60 kegs Prussian blue.

Dutch brig Karel August, 254 tons, Jacob von Pallenhoven, for Rotterdam, despatched by Bunge, Bornefeld & Co., with 30 pipes tallow, 40 bales horse hair, 139 do. wool, 6,640 dry ox and cow hides.

American barque Mason Barney, 240 tons, F. B. Langston, for New York, despatched by O. J. Hayes & Co., with 3,151 dry ox and cow hides, 1,123 salted do. do., 233 bales wool, 2 do. sheep skins, 2 do. calf do. 21,340 horns, 5 bags and 1 box horn tips.

Brazilian steamer Continentista, 137 tons, Faustino Silva Coutto, for Buceo, despatched by Ramon de las Carreras, with 23 boxes, 3 baskets, 4 hogsheads, 13 barrels and 12 half do. merchandise, 16 half pipes poisonous mixture for preserving hides 4 quarter casks oil, 6 bales dry goods, 2 half pipes turpentine.

Danish brigantine Cecilia Marie, 136 tons, C. J. Thompson, for Falmouth and Altona, despatched by Otte, Rosenthal & Co., with 6,050 dry ox and cow hides 350 salted do. do.,

February 8.—*Wind S. W., in the afternoon changed to N.*

Arrived, Brazilian brig Maria Rosa, 126 tons, F. C. Carvalho, from Paranaguá 17th ult.

Sailed, British barque Kyle, 332 tons, George Longford, for London, despatched by Santamaria, Llambi & Cambaceres, with 62,900 horns, 3,000 salted ox and cow hides, 3,833 do. horse do., 17 bales horse hair, 1,285 boxes, 161 pipes, 12 half do. and 2 quarter casks tallow, 16 hogsheads, 3 half do. and 7 quarter casks neets foot oil.

Sardinian schooner Union, 51 tons, Luis Bonifoi, for Montevideo, in ballast.

The following are the manifests of the undermentioned vessels arrived last week—

"Herzog von Bogislaw"—142,052 feet Russian pine.

"William Tucker"—4,516 bars, 195 bundles and 11 casks iron, 23 do., 340 bales and 137 boxes merchandize, 1,966 bricks, 1 box saddles, 49 packages, 41 casks and 46 boxes hardware, 3 boxes and 1 cask stationery, 50 kegs nails.

"Dorothea"—156,120 feet pine lumber.

"Merck"—10 casks tin, 164 casks, 162 bundles, 84 bales and 368 boxes merchandize, 56 do. furniture, 4 logs mahogany, 19 boxes Cologne water, 22 do. and 4 bales merchandize, 68 boxes dry goods, 11 packages sundries, 20 bundles cordage, 6 boxes books, 7 do. and 1 bale hats, 2 boxes lamps, 1 do. cottons.

Vessels Spoken,

By the British barque G.F.D arrived here on the 3d inst., from Salt Island.

On the 9th January in lat. 13° 40' S., long. 33° 50, W., Danish brig Nicholas Nicholson, from Hamburg, bound for San Francisco, California, out 52 days; all well.

On the 10th January in lat. 15° 25' S., long. 33° 50' W., British barque Bondecar of Blythe, bound from Newcastle for Ceylon, out 59 days; all well.

The arrivals from foreign ports during the past month have been as follows:—Lisbon 3, St. Ubes 3, Cape de Verde Islands 8, all with salt. Cadiz 8, 7 with salt, 1 with salt and dry goods. Barcelona and other Spanish ports, 11 with wines, spirits, fruit, &c. Brazil 10, 1 with salt, 1 in ballast, 3 sugar and tobacco, 1 salt, spirits, firewood, &c., 1 yerba, 1 yerba and preserves, 1 yerba and firewood, 1 tobacco. Genoa 5, 4 with assorted cargoes, 1 with bricks. Havana 2 with rum and sugar. Bremen 1, flag stones, lumber, &c. Antwerp 1, lumber and fire arms. Memel 3, 2 with lumber, 1 lumber and bricks. United States 16, 7 lumber, 3 lumber and naval stores, 2 lumber and dry goods, 1 lumber, tea, &c., 1 lumber, flour and dry goods, 1 rice, 1 assorted cargo. Hamburg 3, 1 gin and dry goods, 1 lumber, coals, spirits and merchandize, 1 assorted cargo. France 10, 5 wines and spirits, 1 wine and bricks, 1 wine and dry goods, 3 dry goods. England 11, 4 assorted cargoes, 2 coals, iron and dry goods, 3 iron, hardware and dry goods, 1 iron and dry goods, 1 iron dry goods and stones. Montevideo 3, in ballast, with passengers. Buceo 4, in ballast. War vessels 5. Total arrivals during the month 107.

The sailings during the same period—besides the 37 vessels which have proceeded hence for different ports laden with produce, as is shown in the annexed statement, have been as follows:—British—2 Buceo, one return cargo, one in ballast, 1 Rio Grande part merchandize, 3 Brazil in ballast, 1 Cape of Good Hope in ballast, 1 Calcutta in ballast, 2 Valparaiso in ballast. American—1 Cuba in ballast. Brazilian—2 Rio Grande in ballast, 2 Buceo, one in ballast one assorted cargo. Belgian—1 India in ballast. Danish—1 Brazil in ballast, 2 ports in the Pacific in ballast, 1 Valparaiso assorted cargo, 1 Cape Verde in ballast. French—2 West Indies in ballast, 1 Cape of Good Hope in ballast. Lubeck—1 Valparaiso lumber. National—3 Buceo in ballast, 1 assorted cargo Patagonia. Oriental—1 Buceo in ballast. Prussian—1 Brazil in ballast. Spanish—1 Buceo return cargo, 1 Havana in ballast. Swedish—1 Brazil in ballast. Sardinian—2 Brazil in ballast, 1 Buceo assorted cargo, 3 Montevideo in ballast. Vessels of war 5.

Vessels sailed with cargoes of native produce	37
Do. do. with cargoes of foreign produce	8
Do. do. in ballast	31
Do. do. of war	5
Total	81

One month's experience has proved to us the utter impossibility of carrying out our intended plan of giving the exact weight of wool, hair, tallow, &c., shipped hence for foreign ports. The trouble, which it may be easily conceived, was far from inconsiderable, since it became necessary to send round to every individual shipper, by each vessel, would not have deterred us in the undertaking; but all our efforts must prove unavailing when they are not met with a corresponding disposition by *all* the parties more immediately concerned. Under these circumstances we cannot do otherwise than continue to give our monthly statement of exports in the usual form.

DIED.

Suddenly, on the 3d instant, aged 69 years, JAMES BARTON, Esq., a native of Wigan, Lancashire, England and for 44 years almost a constant resident in this country.

Gentle and sympathetic in his disposition, courteous and conciliatory in his deportment, liberal and tolerant in his sentiments, unassuming yet exemplary in all the relations of life, the British community has lost in MR. BARTON, not only one of its oldest, but one of its worthiest and most respected members.

The public sympathy so expressively manifested on the melancholy occasion, is the best eulogium on his personal worth and amiable qualities and may well serve to alleviate the grief of his afflicted family and relatives, more especially when coupled with the gracious assurance, that—"Blessed are the dead that die in the Lord."

On the same day, Don Manuel Acevedo Ramos, aged 56 years The deceased, who had past the last 36 years of his life in this country, where he had been extensively engaged in business as a Brazilian merchant, was distinguished for the mildness of his manners and his charitable disposition. His loss has been deeply felt by a large circle of friends and by numerous individuals who were partakers of his bounty.

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	79
Sunday	85
Monday	80
Tuesday	83
Wednesday	77
Thursday	74
Friday	77

AMOUNT OF PRODUCE Shipped from the Port of Buenos Ayres from 1st to 31st January 1850.

	GREAT BRITAIN.	FRANCE.	GERMANY	ITALY.	SPAIN.	HAVANA.	UNITED STATES.	BRAZIL.	TOTAL JANUARY.
Number of vessels	8	2	8	3	1	9	5	1	37
Tonnage	1,807	428	1,759	670	256	1,690	1,510	195	9,515
ARTICLES.									
Beef, jerked, quintals						35,423			35,423
Do. preserved, tins									
Bones	460,500								460,500
Do. tons	27								27
Feathers, bales					2			1	3
Do. arrobas									
Hair, bales	83	17	19	78			21		218
Do. seroons	29						30		59
Do. arrobas									
Hide cuttings, bales							4		4
Hides, ox and cow, salted	24,734	3,710	11,412	2,683			3,316		46,955
Do. do. dry		9,263	83,186	14,794	10,649	830	40,983	3,919	172,684
Do. horse do.	1,440		631	1,676	1,000				4,747
Do. do. salted	14,045			7,367	737				22,140
Horns ox and cow	77,700	7,440	1,700	20,672	1,672		39,155		148,339
Skins calf, bales									
Do. do. dozens				33½					33½
Do. deer, bales							6		6
Do. goat, bales									
Do. do. dozens									
Do. nutria, bales									
Do. do. dozens									
Do. sheep bales	93	33	8				75		209
Do. do. dozens									
Do. slunk calf, bales					11				11
Do. do. dozens				75			469		539
Tallow, pipes	1,002								1,002
Do. boxes	2,447	86	188	55		50		150	2,976
Do. seroons									
Wool, bales	243	229	444	113			910		1,939
Do. seroons	197						154		351

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL.			
Sept. 28	Brig Dos Amigos, Onadaerra	137	José Coelho Meyrelles	
" 30	Brig Guillermo, Christian F. Wiegmeyer	217	Deetjen & Hughes	Antwerp.
October 4	Polacre Bella Union, Nicolas Brunengo	121	Manuel Acevedo Ramos	
" 22	Brigantine Victor, Vicente Grana	124	Bernardo Delfino	
Novem. 3	Barque Martina, Frederick William Waller	000	J. N. Bieber & Co.	Brazil.
	BRITISH			
Sept. 22	Barque Martha Shallcross, Cosker	275	Brownell's and Co.	Liverpool.
" 27	Schooner Bosphorus, J. Gibson	216	R. and J. Carlisle & Co.	Liverpool.
" 30	Brigantine Minalto, Charles Newman	194	George Dowse	Liverpool.
October 2	Brigantine Douro, William Reid	209	Thomas Duguid & Co.	London.
" 26	Brigantine Navigator, John Le Feuvre	145	Samuel Hesse	Liverpool.
" 27	Brig Christina Pitcairn, Thomas Bernich	158	Thomas Duguid & Co.	London.
Novem. 2	Barque John Tomkinson, Williams	294	James Carthy	Liverpool.
" 14	Barque Mercutio, William Sewell	244	Bates, Stokes and Co.	Liverpool
" 14	Brig Rosalie, John Williams	223	Wilfrid Latham and Co.	England.
" 21	Brig Eliza Robson, Henry Taylor	284	William Henry Henzelle	Cape de Verds
" 27	Brig Creole, James Phillip Avery	286	John Best & Brothers	Liverpool.
" 29	Brig Isabella, James Lenfestey	197	De Lisle Brothers and Co.	London.
Decem. 3	Brigantine Agnes, W. W. Nicholls	185	J. C. Thompson & Co.	England
" 4	Brig Cresswell, William Algar	203	George Dowse	England
" 11	Barque Arabella, Thomas Jackson	306	Ambrosio P. Lezica	
" 12	Brig Panope, William Ward	234	James C. Thompson & Co.	
" 14	Brig Xarifa, F. Le Rossignol	205	Edward Lumb and Co	England.
" 14	Brigantine Myrtle, William Cale	115	De Lisle Brothers & Co.	
" 14	Barque Victoria, Williamson	244	Corti, Francischelli & Co.	Valparaiso.
" 15	Barque Othello, J. Smith	294	De Lisle, Brothers and Co.	England.
" 15	Barque Cornucopia, Peter Jarvis	239	Hughes Brothers	Do.
" 22	Barque Briton, William Mitchell	360	John Best and Brothers	
January 1	Barque Commodore, Thomas Asplet	258	Nicholson, Green & Co.	Liverpool
" 1	Brig Alfred, Alfred Merrix	218	Nicholson, Green & Co.	England
" 1	Brig Margaret, John Bust	185	Boyley Brothers	
" 3	Brig Queen of the Tyne, Alexander Clark	193	De Lisle Brothers & Co	Do.
" 3	Brig James Ray John Couche	233	W. H. Henzell	
" 4	Barque Bess Grant, Robert McCartney	361	Nuttal & Co.	
" 5	Barque Isabella, Samuel Herbert	221	James Carthy	
" 5	Brigantine Spy, George Blamfred	170	John Galt Smith and Co.	Do.
" 7	Brig George & Richard, Nicholls	198	Charles R. Horne	
" 7	Brig Argestes, Jenkins	171	John Best and Brothers	
" 8	Brig Water Witch, William Smith	157	Ambrosio Placido Lezica	England
" 8	Brig Perú, James Carry	195	John Best & Brothers	
" 9	Barque Good Luck, T. De Grouchy	231	De Lisle, Brothers & Co	
" 12	Brig Wilson, John Stoup	176	Philips, Tomkinson & Co.	Do.
" 16	Barque Argentina, Ralph Morton	240	Parlane, Macalister & Co.	
" 16	Schooner Elizabeth, L. Thomas	145	Briscoe, Steward and Co.	Buceo and England
" 19	Brig Brutus, Robinson	106	Nuttall & Co.	
" 22	Schooner Zante Packet, Patrick Brenan	192	Samuel Hesse	
" 22	Barque Alexander Robertson, M'Lachlan	299	Nicholson, Green and Co.	
" 25	Brig Jessica, Thomas Morel	191	De Lisle, Brothers & Co.	
" 28	Brig William Tucker, John W. Good	164	James C. Thompson	
Feb. 3	Barque G. F. D., B. Lewellyn	352	To order	
" 4	Brig Plata, Richard Bird Pringle	248	Briscoe, & Co.	
	AMERICAN.			
Novem. 19	Barque Olof Wyk, Lendof N. Doane	317	Daniel Gowland and Co.	Boston.
" 19	Ship B. Aymar, Amos Nichols	435	Zimmermann, Frazier & Co.	
Decem. 4	Barque Rothschild, Silvester R. Small	261	Daniel Gowland & Co.	
" 7	Brig Xenophon, Frederic Wording	245	To order	
" 12	Ship Forrester, Parker	427	Zimmermann, Frazier & Co.	New York.
" 14	Brigantine Venus, Orr	187	Zimmermann, Frazier & Co.	
" 25	Barque Muskingum, Richard Crockett	248	Adolfo Mancilla and Co.	
" 27	Barque Maid o. Orleans, Charles Upton	258	Daniel Gowland & Co.	Salem.
January 4	Barque Oceanus, John Green	242	O. J. Hayes and Co.	Boston.
" 5	Barque Undine, A. Dunbar	253	To order	
" 15	Barque Roman, Smith	296	Samuel B. Hale	
" 16	Brig Mary & Jane, William Benton	195	Zimmermann, Frazier & Co	
" 16	Barque Esther Francis, Alfred D. Eastcot	276	Zimmermann, Frazier & Co.	
" 23	Brig Sophia, Charles Wyman	175	Zimmermann, Frazier & Co.	
" 23	Brigantine Prairie, E. Upton	169	Henry Ropes	
" 26	Barque Oliver J. Hayes, Francis Scott	413	O. J. Hayes & Co	
" 27	Brig Chocktaw, Samuel Flitter	245	Zimmermann, Frazier & Co.	
" 27	Brig Chickasaw, J. Williams	171	Samuel B. Hale	
" 27	Brig Margareta, Daniel Marshall	235	Zimmermann, Frazier & Co	
Feb. 2	Barque John Miller, H. W. Perkins	240	To order	
" 7	Barque [illegible]	[illegible]	Daniel Gowland & Co.	
	FRENCH.			
Novem. 2	Brig Adrienne Marie, David	155	Augustus Dejean	
" 2	Brig L'Automne, José Maria Noel	193	Dunoyer & Co.	Havre.
" 19	Brig Omega, Noel	222	Dunoyer & Co.	Bourbon.
" 19	Brig Jeune Evariste, Gachet	125	Manuel Lopes	Havre.
" 20	Barque Souvenir, Bougot	252	Blais Despouy	
" 25	Brig Roitelet, Ansel	247	De Lisle Brothers and Co.	Do.
" 30	Barque Genie, Hervé	217	Zumaran & Tresorra	Antwerp.
" 30	Barque Australie, Francis Gaurion	210	Thomas Rousse	Havre.
Decem. 4	Barque St. Jacques, Lemaresquier	215	Zumaran & Tresserra	Marseilles & Genoa.
" 4	Barque Casimir, Dumanoir	227	Antonio Dunoyer & Co.	Havre.
" 4	Brig Nelie Mathilde, Parquet	190	Llavallol and Sons	Havre.
" 16	Barque Printemps, Touchet		B. Herand	Marseilles and Cette
" 27	Lugger Echo, A. Darlan	212	Thomas Rousse	
January 1	Ship Alexander, Sarrasin	263	To order	Havana.
" 3	Ship Eugenie, Beauvais	213	E. Ochoa and Co.	
" 4	Ship Virginie Gabrielle, Berthelot	253	E. Ochoa & Co.	Bordeaux.
" 4	Barque Universel, Ducormier	267	Dunoyer & Co.	
" 5	Brig Courageuse Eugenie, Terrin	165	B. Herand	
" 5	Brig Marie Angelique, Letimbre	164	Llavallol and Sons	
" 9	Polacre barque Banaré, M. Louis	177	M. Laplane	Marseilles.
" 10	Barque Commerce de Bordeaux, Got	242	Jacob Farravicini	
" 11	Barque Sultan, Demaire	227	Manuel Arrotea	
" 12	Barque Henri IV, Boutruche	253	Llavallol & Sons	
" 13	Polacre Félicité, Vaillard	140	Egg, Krutish and Co.	
Feb. 3	Brig D'Assas, P. Giron	240	De Lisle, Brothers & Co.	
	SPANISH.			
October 12	Barque Elisa, José Roldos	288	Antonio Romaguera	Havana.
Novem. 7	Brig Eolo, Joaquin Parés	228	Llavallol and Sons	Do.
" 19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambaceres	Spain.
" 29	Barque Constancia, Pedro José Sosvilla	203	Saturnino Soriano	Spain.
Decem. 1	Brig Martin, Francisco Flaguerda	198	Zumaran and Treserra	Cadiz and Malaga
" 8	Brig Esperanza, Pedro Guardiola	180	Llavallol and Sons.	
" 11	Brig Juanito, José Romaguera	154	Diego Calvo and Sons.	
" 12	Ketch Argos, Francisco Argentó	142	Felipe Senillosa	Spain.
" 26	Brig Gallo de Oro, José Estapé	269	Llavallol & Sons	Havana.
January 1	Ship Blanca Aurora, Silvestre Perez	250	Felipe Senillosa	Havana
" 1	Brig Atalayador, Pedro Maristani	265	Felix Buxareo	Do.
" 4	Barque Maria de los Reyes, Miguel Font	228	Zumaran & Tresserra	
" 4	Brig Cacique, Silvestre Austrich	160	Narciso Martinez & Sons	Spain.
" 5	Brig Copernico, Juan Costa	178	E. Ochoa and Co	Havana.
" 5	Polacre Flora, Gerardo Maristani	136	Llavallol and Sons	Havana.
" 5	Brig Florentino, Jacinto Maristany	205	Llavallol & Sons	Spain.
" 8	Polacre Rosita, Onosio Ch rvas	150	E. Ochoa & Co	
" 9	Brig Triunfo, José Mataró	242	Llavallol & Sons	Havana
" 12	Polacre Adela, José Domenech	164	Santa Maria, Llambi & Cambaceres	
" 22	Polacre Juanita, Joaquin Suri	179	Llavallol and Sons	
" 25	Brig Segunda Monica, José Conill	224	Felipe Senillosa	
	BRAZILIAN			
October 1	Brign Pelicano, Antonio Cardoso da Silva	138	Juan Geronimo Martinez	Rio Grande
Novem. 15	Brig Marino II, Antonio Joaquin Fernandez	289	Antonio Romaguera	Bahia
Decem. 29	Barque Entreriana, Manuel A. Castro	247	Adolfo Mancilla and Co	
January 1	Brig Sin Igual, Joaquin Gonzales Lages	379	Antonio Romaguera	Do.
" 12	Brig Cascudo, Joaquin Antonio Maia	227	Antonio Marquez Mendoza	Parnagua
" 23	Brig Confianza, Thomas F. Lopez	203	José Coelho Meyrelles	
Feb 6	Brigantine Cabocla, José Mariano Vargas	121	Juan Geronimo Martinez	
" 8	Brig Maria Rosa, F. C. Carvalho	126		
	SARDINIAN.			
Sept. 24	Brig Annibale, Santiago Zini	216	José Avegno	Genoa.
October 6	Polacre Industria, Antonio Ferro	170	Jacinto Caprile	Do.
Novem. 2	Polacre Margharita, Ambrosio Vaccaro	139	José Avegno	Genoa
" 4	Polacre Caballo Marino, Francisco Avegno	142	José Avegno	Genoa
" 27	Polacre barque Romulo, Agustin Badaraco	244	José Avegno	Genoa.
Decem 5	Brig Giuseppe, Vasallo	216	José Avegno	Genoa.
" 27	Brig Expresso, Agustin Ferraro	241	Adolfo Mancilla, and Co.	
" 31	Barque Maria Luisa, Julio Tiscornia	...	Jacinto Caprile	Genoa
January 1	Zumaca Sacra Familia, Stefano Cassingena	34	José Avegno	
" 7	Polacre Ercole, Miguel Raggio	173	B Viale	
" 15	Brig Cesare, Simon Fidanza	130	To order	
" 22	Polacre Carolina, Pedro Avegno	203	José Avegno	
" 22	Barque Speranza, Manuel Federico Scotto	202	Adolfo Mancilla and Co.	
" 23	Brig La Citta di Milano, Juan B. Orezolo	189	Llavallol and Sons	
" 27	Brig Ré Davide, Steffano Sellasco	255	Pietranera, Piaggio and Co.	
" 28	Brig Hidra, Juan Bautista Antola	139	Jacinto Caprile	
	OLDENBURG.			
October 11	Brig Reta, Engels	240	Becher, Preuss & Co	Continent.
	BELGIAN.			
Decem. 8	Brigantine Rhein, E. Hyerdahl	151	J. N. Bieber & Co.	
Decem. 14	Brig Plantin, Knudsen	240	Zumaran & Tresserra	Cette.
	DUTCH			
Decem. 15	Galliot Animo, T. Bruc	137	Zimmermann, Frazier & Co	
	PRUSSIAN.			
Novem. 29	Brig Graf von Arnim, E. F. Kruse	305	Otte, Rosenthal & Co	Altona.
January 1	Brig Grafin von Bismarck, Frederick Koll	210	To order	
" 5	Barque Freihandel, Augustus Steffen	214	Vicente Casares & Sons	
" 5	Brig Dido, G. Malchow	306	Egg, Krutish and Co.	
" 5	Barque Dinter, Charles Naesiban	239	Diego Calvo & Sons	Antwerp.
" 23	Brig Heinrich von Gagern, C. Altemburg	175	Freyer Brothers	
" 27	Barque Wilhelm, Schultz	245	Lezica & Co.	
" 28	Barque Herzog von Bogislaw, Darin	250	Bunge, Bornefeld & Co.	
	HOLSTEIN.			
Novem 20	Brig Manon, Jacob Jurgen Tennis	455	Hartenfels	Valparaiso.
	HANOVERIAN.			
Novem. 28	Brigantine Oste, Agustus E. Steffen	130	J. N. Bieber & Co.	New-York
	LUBECK.			
January 4	Barque Alma, H. Wulff	240	Freyer Brothers	
	SWEDISH.			
January 1	Brig Angantyr, A. N. Sandstrom	192	Wedekind & Co.	Hamburg.
Feb. 2	Schooner Gefion, N. T. Groff	150	Becher, Preuss and Co.	
	HAMBURG.			
Novem. 10	Brig Wilhelmine, Claus C. Hansen	220	Bunge, Bornefeld & Co.	
" 27	Barque Harriet, Petersen	348	O. J. Hayes and Co.	New York.
Decem. 10	Barque Cæsar Helene, Steen	230	Bunge, Bornefeld and Co.	New York.
" 10	Brig Carl, Nicholas Beichmann	230	Wedekind & Co	Hamburg.
January 8	Barque Amphitrite, J. J. Arends	324	Samuel B. Hale	
" 8	Barque Eudora, D. Schotz	351	Bunge, Bornefeld & Co.	
" 11	Barque Maria, C. Bahr	300	Wedekind & Co	Rio Janeiro
" 12	Brig August & Julius, C. H. Fetterlein	164	Freyer Brothers	
" 16	Brig Adolph, B. Bohn	188	Otte, Rosenthal and Co.	
" 30	Barque Merck, T. Valentin	325	H. E. Remmer	
	NORWEGIAN.			
Novem. 27	Barque Orion, Julles	367	Vicente Casares & Sons	
" 27	Barque Frishjof, Bentzen	250	Otte, Rosenthal & Co.	Hamburg.
" 28	Barque Celeritas, H Stang	278	Zimmermann, Frazier & Co.	
" 30	Brig Najaden, Backer	140	Egg, Krutish and Co.	
Decem. 4	Barque Prins Oscar Frederic, Thomas Lootz	300	Samuel B. Hale	
January 12	Brig Freya, E. T. Lund	170	Freyer Brothers	Continent.
" 30	Brig Dorothea, P. Brun	270	Becher, Preuss & Co	
	RUSSIAN.			
Decem. 7	Galliot Anna, W. Kamen	130	Freyer Brothers	Hamburg
January 5	Barque Serine, Tamzen	280	Juan & José Garay	
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichsen	155	F. Silva and Co.	Valparaiso & California
January 4	Brig Louise, N. L Elberg	133	Otte, Rosenthal & Co.	
" 12	Brig Ocean, O. F. Drescher	175	Ambrosio Placido Lezica	
" 27	Brig Fortuna, Jacobsen	209	Samuel B. Hale	
	ROMAN.			
Novem. 2	Brigantine Morretes, Seraphin Morteo	122	L. Morich	
	CHILIAN.			
Dec. 27	Barque Nuevo Pacifico, H. P. Hinrichsen	191	Llavallol and Sons	Rio Janeiro.
	BREMEN.			
Novem. 17	Brig Regulus, H. Wencke	235	Bunge, Bornefeld & Co.	Continent.
" 20	Brig Louise Cæsar, Martin Wenke	142	Zimmermann, Frazier & Co.	
" 23	Brig George Duckwitz, Schaffer	235	Otte, Rosenthal and Co	Antwerp.
Decem. 4	Barque Philadelphia, H. Gerdes	360	Becher, Preuss & Co.	New York.
" 4	Schooner Evan Thomas, John Jaburg	186	Corti Franciachelli and Co.	
" 13	Barque Creole, Henry Wessels	177	Becher, Preuss & Co.	
" 16	Brig Don Quixote, J. G. Oest	165	O. J. Hayes and Co.	
January 5	Barque Lessing, Heinrich Friedrichs	256	Bunge, Bornefeld & Co	
" 5	Galliot London Packet, Werckmeister	108	Zimmermann, Frazier & Co.	
" 8	Brig Courier, John Havighorst	169	Deetjen & Hughes	

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 8th inst.

National	5
British	45
American	21
Danish	4
French	25
Hamburg	10
Spanish	21
Brazilian	8
Sardinian	16
Holstein	1
Hanoverian	1
Swedish	2
Lubeck	1
Oldenburg	1
Prussian	8
Bremen	10
Roman	1
Norwegian	7
Russian	2
Belgian	2
Dutch	1
Chilian	1
	193

Advertisements.

To Let,

Two Rooms for single gentlemen, unfurnished. Apply at No. 103 Calle Merced.

Dr. Tenker,

Surgeon Dentist, respectfully informs the Public that he will leave Buenos Ayres the latter part of next week and those wishing his services will please call without delay. All those having accounts against him will please present them for payment. Hours 9 to 4 o'clock.

To be had on Sale at No. 7 Calle Mayo, until the 13th inst, viz:—

One eight day Chronometer, by Shepherd.
One one-day do. (silver) by Arnold.
One Gold Watch, Chronometer movement.
Three Gold Chains, [Lady's].
One pair Opera [ivory] Glasses.
One Brass Sextant, by Troughton.
One Artificial Mirror.
One Mahogany Box Mathematical Instruments.
Forty-five Charts by the British Admiralty, all mounted in cloth.
One Mahogany Chest.
Nautical Books, comprising Faulkner's Nautical Dictionary, Euclid, a Treatise on Marine Surveying, Ship Master's Friend, North Atlantic Directory, Ethiopic Directory, Griffins' Epitome, Kingan's do, &c. &c.
Barton's Variation Charts.
Library—History of England, History of Kent, Tour in Germany, Maunder's Works, a Million of Facts, Life of Wellington, Life of Napoleon, Paley's Works, &c. &c.
Spanish Books—Royal Academy Dictionary, Spanish and English Dictionary, History of Spain, Voz de la Naturaleza, &c. &c.
One double barrel Fowling Piece, a pair of Pistols, Naval Sword, &c. &c.

The undersigned beg to announce that Mr. George Henry Lorenz has entered into their partnership since the 1st of January, and that he is empowered to sign on behalf of the firm.

Buenos Ayres, Feb. 1, 1850.

J. N. BIEBER & Co.

NOTICE.

The British Consulate, has been removed to No 58 Calle Mayo, opposite the Commercial Rooms. Office open from 10 A. M. until 3. P. M.

For San Francisco, California,

via Valparaiso.

The very fast-sailing, coppered and copper-fastened first-class Danish brig

Ida & Emma,

155 tons per register,
E. Diederichsen, Master.

Will have quick despatch, and has still room for freight, and passengers, her accommodations being very superior.

For further particulars, please apply to
Charles R. Horne
Licensed Ship Broker.
No. 55 calle la Reconquista

February 8, 1850.

For Bordeaux,

The remarkably fine fast sailing A. 1. French ship

Virginie Gabrielle,

253 tons register,
Berthelot, commander,

Having a great portion of her cargo engaged is warranted to have immediate despatch, her accommodations for passengers are most excellent.

Please apply to the Consignees Messrs. E. Ochoa & Co., or to

John Higinbothom,
Licensed Ship Broker,
Calle Reconquista, No. 30.

January 25, 1850.

Passengers Only.

For Havre de Grace,

The very fine A. 1. French barque

Australie,

210 tons,
Gaurion, Commander,

Having all her cargo engaged will sail positively in all next month.

This vessel has very elegant accommodations for Passengers, having very large and spacious cabins.

For further particulars please apply to the Consignee Thomas Rousse, Esq., or to

John Higginbothom,
Licensed Ship Broker,
30, Calle Reconquista.

January 25th, 1850.

PASSENGERS ONLY.

For England.

The remarkably fine fast-sailing A. 1. British brig

Queen of the Tyne,

192 tons register,
Alexander Clarke, commander,

Is chartered to sail for the above destination, positively in all next month.

This vessel has superior accommodations for passengers, and being a very fast sailer, is a most desirable conveyance, early application will be required.

For further particulars please apply to the consignees Messrs. De Lisle Brothers & Co., or to

John Higginbothom,
Licensed Ship Broker
No. 30 calle San Martin.

January 25th, 1850.

PASSENGERS ONLY.

For Liverpool

DIRECT.

British Barque

Leopard.

300 Tons register.
George Shire, Commander.
A I at Lloyd's for 13 years.

Will sail from the Buceo about the 20th inst. and persons desirous of taking passage are requested to apply immediately.

This vessel is well known in the trade, as one of the finest and fastest opportunities and her accommodations being very superior, such a conveyance rarely offers.

For further particulars please apply to Messrs Edward Lumb & Co., or to

John Higinbothom,
Licensed Ship Broker,
No. 30 Calle Reconquista.

8th February, 1850.

For Marseilles and Genoa.

The very fast sailing copperered and copper fastened A. 1. Italian polacre

Industria,

Of 176 tons, Capt. AntonioFerro.

Having engaged and on board the principal part of her cargo, has room for freight for both ports.

For terms, apply to J. Caprile, Consignee, or to
Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle La Reconquiste.

January 19th, 1850.

For London,

The very superior A. 1. British brigantine

"DOURO,"

209 tons per register,
Capt. William Reid,

Has all her cargo on board, save a few tons of dry freight, and about 1000 salted hides, which latter she can take if shipped quickly.

The "Douro" has excellent accommodations for passengers.

For freight or passage, apply to the Consignees Messrs. Thomas Duguid & Co., or to
Charles R. Horne,
Licensed Ship Broker
No. 55 calle la Reconquista.

For Havre de Grace,

The very fine fast-sailing A. 1. French brig

AUTOMNE,

193 tons, register, J. M. Noel, Commander,

Is warranted to have quick despatch, having the greatest part of her cargo engaged, her accommodations for passengers are very superior.

For further particulars please apply to the consignees Messrs. A. Dunoyer & Co., or to
John Higginbothom
Licensed Ship Broker,
Calle San Martin No. 20

November 22nd, 1849.

For London.

The fine and very superior British brig

"Panope,"

230 tons register.
Willian Ward, Commander.

Has engaged a large portion of her cargo, and warranted to have quick despatch, is A.I. at Lloyd's for 12 years and well known as one of the most desireable conveyances in the Port.

Please apply to the consignees Messrs. J. C. Thompson & Co., or to
John Higinbothom
Licensed Ship Broker
No. 30 calle Reconquista

February 8, 1850.

Passengers only.

FOR LONDON,

The remarkably fine A. 1. British biult brig

"Christina Pitcairn,"

159 tons register, Thomas Berwick, Commander,

Having the remainder of her cargo in course of shipment is warranted to have immediate despatch, this vessel has very fine accommodation for two passengers who will be taken at a moderate price.

For terms of passage please apply to the consignees Messrs. Thomas Duguid & Co., or to
John Higginbothom,
Licensed Ship Broker,
Calle Reconquista, No. 30.

February 8th, 1850.

Wanted,

A small decent House consisting of 3 to 5 Rooms, within four or five squares from the Plaza de la Victoria, if near the River preferred. Apply to Calle de Mayo No. 59.

Buenos Ayres Jan. 26, 1850.

For London.

The very fast-sailing, coppered and copper-fastened, first-class, British built barque

John Tomkinson,

294 tons per register,
Capt. John Williams,

Has a considerable part of her cargo engaged, and will meet with quick despatch.

For freight or passage, her accommodations being excellent, apply to James Carthy, Esq., or to
Charles R. Horne,
Licensed ship Broker,
No. 55 Calle la Reconquista.

FOR CADIZ, MALAGA & BARCELONA.

The fast sailing, coppered & copper fastened A. 1. Spanish brig

Martin,

198 tons,
Capt. Flaquer,

Can still admit dry Hides and Bales on Freight.

For terms, apply to the Consignees Messrs. Zumaran & Treserra, or to
Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle La Reconquista.

Jan. 26. 1850.

For Havre de Grace.

The fast sailing, superior A. 1. coppered & copper fastened French barque.

Sultan,

of 227 tons, Capt. F. Demay,

Having engaged and ready to go on board the greater part of her cargo, can still take on freight dry Hides and Bales.

For terms, apply to the Consignee Sr. Dn. Manuel Arrotea, or to
Richard Sutton, Jr.,
Licensed Ship Broker,
Calle La Reconquista, No. 14.

Jan. 26, 1850.

FOR MARSEILLES & CETTE,

The very fine A. 1. French barque

Printemps,

220 tons register,
Touchet, Commander,

Having two thirds of her cargo engaged will have quick despatch, she has still disengaged room for dry hides and a few Bales.

For further particulars please apply to the consignee Bartholomew Herand, Esq., or to
John Higginbothom,
Licensed Ship Broker,
No. 30, calle Reconquista.

January 25th, 1850.

Notice.

The Commercial House of Messrs. John Galt Smith & Co., is removed from Calle Piedad No 106 to Calle Perú No. 55.

To FALMOUTH and the CONTINENT.

Passengers only.

The remarkably fast-sailing A. 1. late Oldenburg brig (now under the Argentine flag)

B E T A,

of about 300 tons register,
Capt. C. Engels.

This vessel will have very quick despatch, and has excellent accommodations for passengers.

For terms apply to
Richard Sutton, Jr.,
Licensed Ship Broker,
No. 14, Calle la Reconquista.

January 7, 1850.

FOR MARSEILLES & CETTE,

The very fine A. 1. coppered and copper fastened French barque

"St. Jacques,"

215 tons, Captain Lemarasquier,

This vessel has a great portion of her cargo engaged and shipping and is warranted to have very quick despatch.

She has very superior accommodations for passengers.

Please apply to the consignees Messrs. Zumaran & Tressera, or to
John Higginbothom,
Licensed Ship Broker
calle Reconquista No. 30.

December 28th, 1849.

For Liverpool or London.

The well known remarkebly fast sailing A. 1. Jersey built brig

Xarifa,

207 tons register,
J. Le Rossignol, Commander.

Has engaged all her heavy freight and can only take a few tons of light goods.

Having superior accommodations for passengers she is in every respect a most desireable conveyance.

For further particulars please apply to the Consignees Messrs. Edward Lumb & Co., or to
John Higginbothom,
Licensed Ship Broker,
Calle Reconquista No. 30.

January 12, 1850.

Forster's

Patent Water Filters.

These Filters constructed on an entirely new and scientific principle, and recently introduced here, purify water in a manner superior to any that have hitherto been imported; and will be found extremely useful to families who have no algive. Sold in the house of the sole consignees, No. 36, Calle Santa Clara, where one may be seen in operation.

For Sale,

A camp establishment 20 leagues distant from town to the S. E., consisting of one square league of superior land with comfortable dwelling house, montes, & ditches, troops of cattle, mares and flocks of sheep.

For further particulars apply at No 70 Calle Santa Clara.

FOR LIVERPOOL,

The very superior, new, British built, A. 1. brig

ALFRED,

214 tons register, Capt. A. Merrix,

Has all her cargo engaged, save a few bales or dry hides, which will be taken at current rates, with the certainty of quick despatch.

Her accommodations for Passengers are very superior.

For terms of freight or passage apply to the Consignees Messrs. Nicholson, Green & Co., or to
Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista

Jan. 19, 1850.

No. 6 Calle de la Piedad.

Furnished Rooms and Board.

Gentlemen can be accommodated with furnished Rooms and Board, with every attention paid to their convenience and comfort, by applying at No. 6 Calle de la Piedad, half a square from the Alameda.

On Sale.

Superior Hock, in cases of 2 and 3 dozen each. Calle Reconquista, No. 64.

For New York,

The new splendid, coppered and copper fastened A. 1. Hanoverian schooner brig,

O S T E,

of 130 tons, Captain A. H. Steffens,

Having already contracted a little more than half of her cargo, can still take on freight about 3000 dry hides or equivalent in bales.

For terms apply to Messrs. J. N. Bieber & Co., Consignees or to
Richard Sutton Jun.,
Licensed Ship Broker,
No. 14 calle la Reconquista.

January 19th, 1850.

For Antwerp,

The first-rate copper and copper-fastened A. 1. Argentine brig

Courrier,

160 tons, Capt. Havighorst.

This superior vessel having engaged a part of her cargo, and being of small tonnage can yet admit of hides and bales.

For terms, apply to the Consignees Messrs. Visser, Deetjen & Hughes, or to
Richard Sutton, Jun.
Ship Broker,
No. 14 Calle La Reconquista.

Jan. 26, 1850.

For Liverpool,

The very superior and remarkably fast sailing British built schooner

Minatto.

194 tons burthen,
Charles Neuman, Commander,

Has positively half cargo engaged and will be the first vessel for Liverpool required salted hides and bales.

This vessel is A. 1. at Lloyd's for 12 years and being of a moderate draft of water will load a large portion of her cargo in the inner roads.

Please apply to the consignee G. Dowse Esq. or to
John Higginbothom,
Licensed Ship Broker,
Calle Reconquista, No. 30.

12th January, 1850.

A few copies of the following works are for Sale

AT

W. WHITE'S, No. 89½ Calle la Merced,
(formerly Cangallo) viz:—

Alarm to the Unconverted by J. Alleine; Anecdotes for the Family and Social Circle; Baxter's call to the Unconverted; The Backslider, a short but able treatise by the Rev. Andrew Fuller; Baxter's Saint's Rest; Bible Thoughts, selected from the published discourses of the Rev. H. Melvill esteemed one of the most able and eloquent of the Evangelical Clergy of the Church of England: Bunyan's Pilgrim's Progress; The Child at home, full of instructive incident: Memoir of Clementine Cuvier, D'Aubigné's History of the Reformation, a new translation revised by the author, 4 vols.; Elijah the Tishbite, from the German by Dr. Krummacher; Gems of Sacred Poetry; volume on Infidelity, comprising five standard treatises most of which are *unanswered* and *unanswerable;* The Young Man from Home; Mammon, by the Rev. J. Harris; Memoir of the Rev. Henry Martyn; Mason on Self Knowledge; Nelson's cause and cure of Infidelity; Memoir of Harlan Page; Sabbath Manual.

The Temperance Manual by the Rev. Justin Edwards one of the first movers in the Temperance reformation; Universalism not of God.

The undersigned is able to offer some little advantages to his customers who may require any of the articles he has for sale at No. 59 Calle Piedad—

Such as Leather Trunks and Carpet Bags, Whips, Cloth Table Covers and Damask coloured do. of various sizes, Quilts, assorted white and coloured do., Linen Towels and Linen Thread, Baling Canvas, Ready made Bags, Iron hoops, Matting, Rugs and Carpetting, Tea Setts, of the finest China coloured and gilt, double with single setts of stone China, writing Ink and Blacking of superior quality, Iron Chests, Tea, Hams, Ale and Porter, Table Wines and Vinegar, and superior Sherry and Port, Brandy, Gin and Champaigne—all selling at reduced prices with numerous other articles.

THOMAS NUTTALL.

Atlantisches Hotel, Calle Tucuman 26.

Unterzeichneter erlaubt sich sein unter obigem Namen bestehendes Etablissement den Herren Schiffscapitainen und Reisenden ergebenst zu empfehlen. Dasselbe enthælt schœne geræumige Zimmer und ausser einem hubschen Garten gewæhrt dasselbe eine schœne Aussicht auf den Fluss fur gute Speisen sowie Getrœnke wird grœstmœglichste Sorge getragen.

Ergebenst.
Thomas O. Bradley.

Buenos Ayres, 1 Febr. 1850.

For Sale,

At HENRY DOWSE'S Timber Yard, *No. 184 Calle Belgrano,* two squares from the Plaza Monserrate, at moderate prices, viz:

American Pitch and Tar.
» Pine Boards from ½ to 1½ in.
» » Plank » 2 to 4 in. very long.
» » Joists, all thicknesses, from 11 to 30 feet long.
» » Tallow Boxes, very superior.
» » Shingles sawed and split.
» Birch Joists 3 by 3. 3 by 4. and 4 by 4.
A quantity of pickets or sheep railings.
Ash Plank.
Russian pine boards, 1 in.
» » Plank, 3 by 9, 3 by 11, from 7 to 23 feet long
» » Battens 2½ by 7, to 3 by 8, from 6 to 20 feet long.
» » Joists 3 by 3 to 3 by five.
Palmas Correntinas.
Urunday Beams.
Iron hoop from 1 to 3 in., Roman cement, &c. &c.

Notice.

Parties desirous of contracting to erect a large timber building on a given plan are requested to call at No. 96 calle San Martin, where a drawing of the elevation can be inspected.

Wants a Gardener,

To take charge of a Quinta in the vicinity of this city, the land where of comprises about 190 square yards; he must be well acquainted with the pruning of grape vines and the care of fruit trees. A married man without children or with only one child would be preferred. Good references as to character will be required.

Apply at 53, Calle San Martin.

Wants a situation as Gardener a young man lately arrived from North America, please apply at Mr. De Lisle's, Calle Chacabuco, No. 69.

Horse on Sale.

With bridle, saddle, and saddle cloth if required This horse has been 3 or 4 years in the city, is very tame, and otherwise recommendable.

Apply to Mr. Jeffrey's stable, Calle Cuyo No 6.

For London.

The fine fast sailing A. I. at Lloyd's coppered and copper fastened British brig

Cresswell,

William Algar, Commander,

is now ready to receive cargo for the above port.

Being of light draught of water she will be able to load the greater part of it in the inner roads where she is now lying.

For freights please apply to the consignee George Dowse, No. 19. Calle Reconquista, or to
John Higginbothom
No. 30 Calle Reconquista.

W A N T E D,

A Cook and a Steward. Apply between 3 and 4 o'clock, at No. 119 Calle Chacabuco.

Wanted,

A good Steward, who can be well recommended. Apply at Calle de Maipú, No. 45.

For Sale.

A beautiful full-grown Tame Tigress, with iron cage. Apply at No. 298 Calle Representantes.

Notice.

The undersigned respectfully informs his friends and the public in general that he has just received an excellent assortment of the following—American lumber of every description, Russian do.—Spruce scantling from 25 to 35 long, 4 by 5—Birch plank and scantling—Ash, oak and algaroba—Mahogany planks, boards and veneers, &c. &c.—3000 pickets such as are used for garden fence or corral, and about 400 bundles of hoop iron, from 1½ to 4 inches wide, which he offers for Sale at his lumber yard and carpenter's establishment, Calle Mejico, No. 50 at the lowest prices. All orders in the carpenter's or cabinet makers business punctually attended to and executed on the shortest notice and most moderate terms. Always a quantity of ready made doors and windows on hand for either town or country.

N.B. Dry Goods also received on deposit.

JOHN McKIERNAN.

EXPORTS.

FEATHERS—Duty, 4 per cent.				
Ostrich, long black——lb—	6	á	7	6
» white ——do—	—	á	—	3
HAIR.—Duty, 4 per cent.				
Horse, short ——arroba	35	á	36	9
» mixed——do—	43	á	50	5
» long 18 to 24 inches do—	90	á	105	6
HIDE Cuttings.—Duty, 4 per cent.				
Baled, quintal——	28	á	30	[illegible]
HIDES.—Duty, 1 dollar each.				
Matadero or saladero, fleshed, 27½ to 30 lbs. average, per 35 lbs.	48	á	52	5
Matadero, country, 25 to 30 lbs. av.	45	á	48	5
For Spain, per 35 lbs——	44	á	45	5
» North America, per do——	43	á	45	5
Of all stake ——per do——	40	á	45	5
Salted ox, 60 lbs. av, per 60 lbs.	39	á	40	5
Do. » 63 lbs. and above do.	41	á	43	5
» cow 45 to 48 lbs. average do.	—	á	36	2
» » 50 lbs. and above do.	—	á	36	2
Horse, salted, each ——	—	á	8rs. sil.	6
» dry —do——	—	á	12	6
HORNS—Duty, 4 per cent.				
Ox——thousand	700	á	800	5
Cow——do—	150	á	200.	8
JERKED Beef—Duty, 4 p. ct. qql.	—	á	—	
SKINS—Duty, calf 1 dol. each; slunk calf ½ dol. all others 4 p.ct.				4
Calf, 3 to 12 lbs. wt., per 35 lbs.	48	á	55	8
Chinchilla, per dozen——				8
Goat——per do——	—	á	—	
Nutria ——per lb——	—	á	6	8
Sheep, washed, fine and ordinary ——dozen	35	á	37	7
Do. dirty——do—	32	á	36	7
TALLOW—Duty, raw 4 per ct., melted free.				
Matadero, raw ——arroba	18	á	19	4
Do. melted, 1st class, do.	28	á	29	4
Do. pure, 2nd class, do.	23	á	25	4
Grease and tallow ——do.	22	á	22	4
TONGUES salted dozen ——	8	á	10	
WOOL.—Duty free.				
Ordinary, washed ——arroba	30	á	38	7
Do. dirty ——do—	14	á	16	7
Mestiza, washed ——do—	35	á	45	7
Do. dirty ——do—	20	á	25	7
Fine, washed——do—	48	á	65	7
» dirty ——do—	26	á	40	7
Cordova, washed——	22½	á	23	rs. sil. 6
Do. dirty ——				3

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

BRANDY. Mendoza and San Juan ——per barrel (silver)	—	á	10	
FRUIT.				
Apples, and pears dried arroba	—	á	25	
Figs » Mendoza——do—	—	á	10	
Peaches » with the stones do—	15	á	16	
Do. » without——do—	22	á	24	
Raisins, Mendoza——do—	20	á	24	
Walnuts ——do—	32	á	34	
SOLE Leather.				
Corrientes, each, [silver]——	2 4	á	2 6	
Paraguay——(do do)——	—	á	—	8
Tucuman, ox, each ——do—	—	á	3 4	
Do. cow » ——do—	—	á	2	
TOBACCO—Duty, 12 per cent.				
Paraguay ——	38	á	40	9
YERBA, Paraguay, superior—	70	á	75	9

MONEY MARKET.

EXCHANGE, England, in currency, á 3½. per dol.
Do. do. in specie 68s. per oz
Do. France, do. do. 86 fs. per oz.
" Montevideo, at par
" Rio Janeiro, do. do.
" United States á 5 per cent. discount.
The highest rate of Exchange upon England during the week, 68s. per ounce.
The lowest, 68s. per do.
STOCK—Six per cent. .... par á 1 per cent. prem.
" Four per cent...... in proportion.
BULLION—Spanish doubloons.... 255 á 256
" Patriot doubloons.... 252½ á 253
" Do. Dollars ..... — á 15½
" Spanish do. & Patacones — á 16
" Plata Macuquina..... — á 14
The highest price of Spanish doubloons during the week, 256
The lowest 251½
The highest price of Patriot doubloons during the week 253
The lowest 248½.
Permits for shipping specie, prem. per cent. nominally, no demand

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FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	60s per 2240 lbs.	25s. p 2240 lbs.	In box. 25s. / In pipes 25s. } per 2240 lbs.	Wool 20s. Hair 25s.	nominal.
France......	55 fs. per 900 k.	40 f. per 1000 k.	35 fs. p. 1000 k.	50 p. 42 cubic ft.	nominal.
Continent....	£3 per 2240 lbs.	25à30s. p. 2240 lbs	........none........	27s6dà3 s. p. 40 ft	
Spain.....	$24 per 2000 lbs.		........none........		
United States	$8 à 10 p. 2000 lbs.	$5 per 2000 lb.	........none........	$4 per 40 feet.	
Rio Janeiro..	......none......	......none......	........none........	......none......	2 rls. p. 100 nominal
Havana	......none......	......none......	........none........	......none......	6 to 7rs. per 100 lb

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.